

Price \$490.00 Complete

The Sensation of the Season.

Twelve Reasons Why, Before You Buy  
You Should See the  
**CHEVROLET**

- 1 Four cylinder, valve-in-head motor. No waste of power, and better yet, no waste of fuel.
- 2 Transmission. Sliding gear, selective type; three speeds forward and reverse.
- 3 Axles: Rear three-quarter floating; front, dropped forged I beam.
- 4 Brakes: Emergency, internal expanding; service, external contracting; 10 inch brake drums.
- 5 Drive: Left side, central control. FOOT ACCELERATOR.
- 6 Steering Gear: Compound spur and sector. Absorbs all road shocks. Safe and sane for wife and daughter.
- 7 Springs: Cantilever type.
- 8 Oiling system: Force feed and positive splash.
- 9 Body: Five passenger (5) touring type-streamline, wide doors, concealed hinges.
- 10 Wheelbase: One hundred and two (102) inches.
- 11 Equipment: Complete in every detail.
- 12 Result: The Chevrolet does not have to be turned over to a repair man every few days to be "tuned up." And it won't turn into a rattle box in a few short months. It is the product of experience, backed by an Eighty Million Dollar Company.

Electric Starter to be had at but a very little extra. Sub-dealers wanted in several counties. Those interested write at once.

**Ransone Motor Car Co.**

FOURTH STREET

Bell Phone 734-J.

Consolidated 111-L.

## WHITE

A Pleasure for Those Desiring Only the Finest Made. A car to keep; not to trade—The Late Elbert Hubbard.

### America's Best

Both in Quality and Value of Production. The Largest Manufacturers of Commercial Motor Vehicles in America.

This alone should discredit the amusing statements made by the cheap grade truck representatives as to their product being the equivalent to that of the HIGH PRICED, HIGH GRADE MANUFACTURER.

AWARDED THE GRAND PRIZE by THE PANAMA PACIFIC INTERNATIONAL EXPOSITION AT SAN FRANCISCO.

THE ONLY GRAND PRIZE—THE HIGHEST AWARD FOR MOTOR TRUCKS.

### Regarding Other Claims

The decision of the Superior Jury is final in the matter of Exposition awards. Hence any announcements of other motor truck manufacturers, claiming to have received the Grand Prize and Highest Award for Motor Trucks at the Panama Pacific International Exposition, are automatically denied by this decision of the Superior Jury of Award.

**Ransone Motor Car Co.**

Bell 734-J.

Consolidated 111-L.

Call for demonstration of WHITE pleasure cars.

Highest grade Automobile Painting and Refinishing in the city. We would like to have you see samples of our work and give you our prices before you decide

Our Varnishing Rooms are Light and Dustless

Bell Phone 734-J.

Fourth St. Consolidated 111-L.

**Ransone Motor Car Co.**

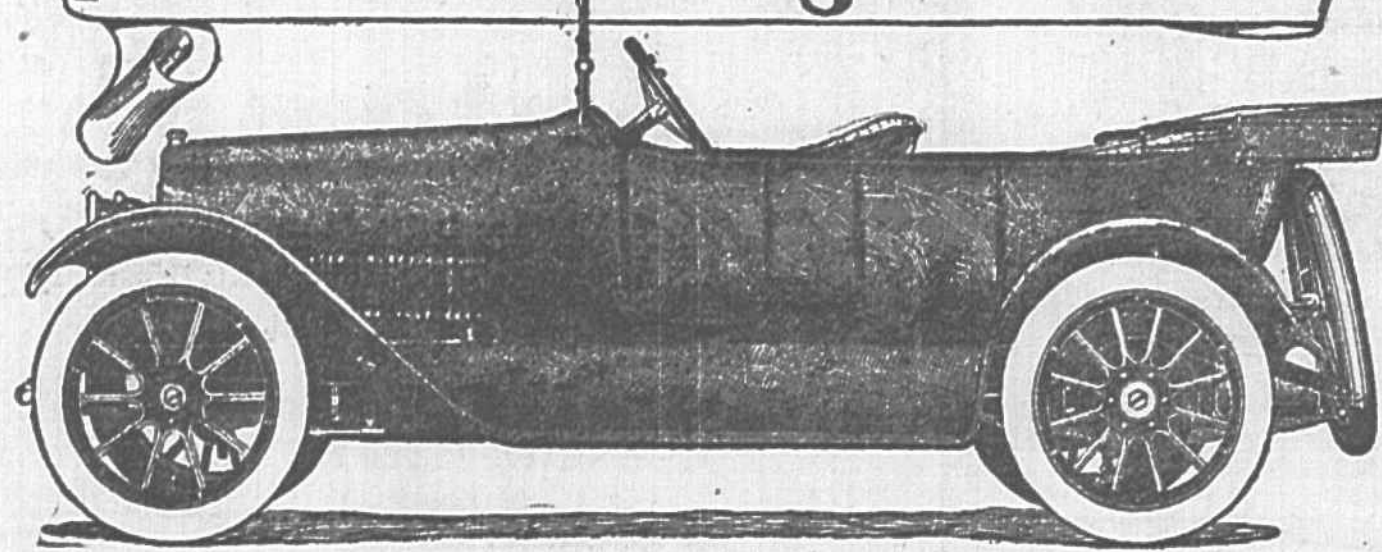
WM. M. SCULTE, Mgr.

## The Car You Have Always Admired

The result of  
22 years' successful  
experience in  
building motor cars



America's Greatest "Light Six" \$1485



## The New Models Are Here

Demonstrations are now being made. Make your appointment early. 14 to 18 miles per gallon of gasoline. 700 miles per gallon of oil. 6,000 to 10,000 miles per set of tires. The above records made right in your own town, and not on paper. More beautiful, more powerful than ever. Seat covers, matometer, trouble lamp, hydrometer, Waltham clock, 75 mile speedometer are standard equipment. Phone us for appointment.

# CUPPET BROTHERS

819 West Pike Street

Bell Phone 1470-J. Consolidated 170

## CHEVROLET COMPANY HAS A BRIGHT FUTURE

Michigan Concern Likely to Be the Leader in the Automobile Field.

Many great strides had been made in the automobile field since this mode of transportation has become so popular. The Chevrolet Motor Company with main factories at Flint, Mich., and branch assembling factories in New York, Tarrytown, N. Y., and about twenty-five other cities throughout the United States, with its capitalization of \$80,000,000, backed by men of wide experience in the automobile business, men who have made great successes in their enterprises, men who are internationally known in the automobile business financially and otherwise, the Chevrolet Motor Company is bound to become one of the two largest institutions of its kind in the United States.

The foundation for this vast business has been quietly but permanently laid and the enormous output planned will increase by leaps and bounds within the next year or two.

The main effort is concentrated around their popular priced car No. 490, which is built in a five passenger touring car and a two passenger roadster with valve-in-head motor excep-

tionally powerful, beautiful in design, made up of material that the builders of wide experience have found is necessary to put in a car of this price in order to make it a successful car that will command public favor to the extent of purchasing the large quantity that will be built.

This machine is equipped with cantilever springs and has less working parts than any other car in its class. The builders have in mind one thing and this is to give the purchaser the most value for the money he expends and a ride or examination will prove that it is in a class by itself, and that the demand will only be governed by the supply.

In order to supply the dealer as well as the users of Chevrolet cars a higher powered four cylinder car known as the Baby Grand in a touring car and the Royal Mail in a roadster are provided for the people who desire something in keeping with any other four cylinder cars produced. This car is built along the lines of most other cars selling at more than this price, but is equipped with valve-in-head motor and no car in the American market has met with any more favorable comment and best of all it stands the road like a much higher priced car.

## MOTOR CAR OF TODAY A WONDER

Twice as Good as the Car of Three Years Ago, and at Half the Cost.

By WALTER E. FLANDERS, (President and General Manager of the Maxwell Motor Co., Inc.) The motor car of today—the light, economical four cylinder motor car such as four out of five buyers select—is practically twice as good and costs about half as much as the car which, three years ago, was a reasonably satisfactory price.

This is a statement easily susceptible of proof. Nor need we go further than these short, lively years to get all the proof we need. Three years ago the contest board of the American Automobile Association sanctioned what proved to be the most remarkable achievement on its record up to that time. It was an officially observed run in which a car covered, without a motor stop, a total of 12,404.9 miles.

Title Changes Hands. Motordom marveled. So stupendous was the achievement that, for three years, this car remained the endurance champion—remained so in spite of the fact that its parent factory had, in the meantime, passed out of existence.

But the champion of 1912 has been dethroned. A 1916 Maxwell touring car now wears the crown—wears it

with a total non-stop mileage of 22,022.3, nearly twice as great as that of the old champion. Again motorists stand amazed at the most recent feat of automobile endurance.

How great an advancement is the car of the present over the car of three years ago is easiest appreciated by a comparison of the details of their record feats.

The old champion weighed 2,600 pounds, traveled 12,404.9 miles, averaged 100 miles each day, covered thirteen miles to the gallon of gasoline and could be duplicated in the open market for \$1,600. Its run was ended by the motor's failure to perform further without repair.

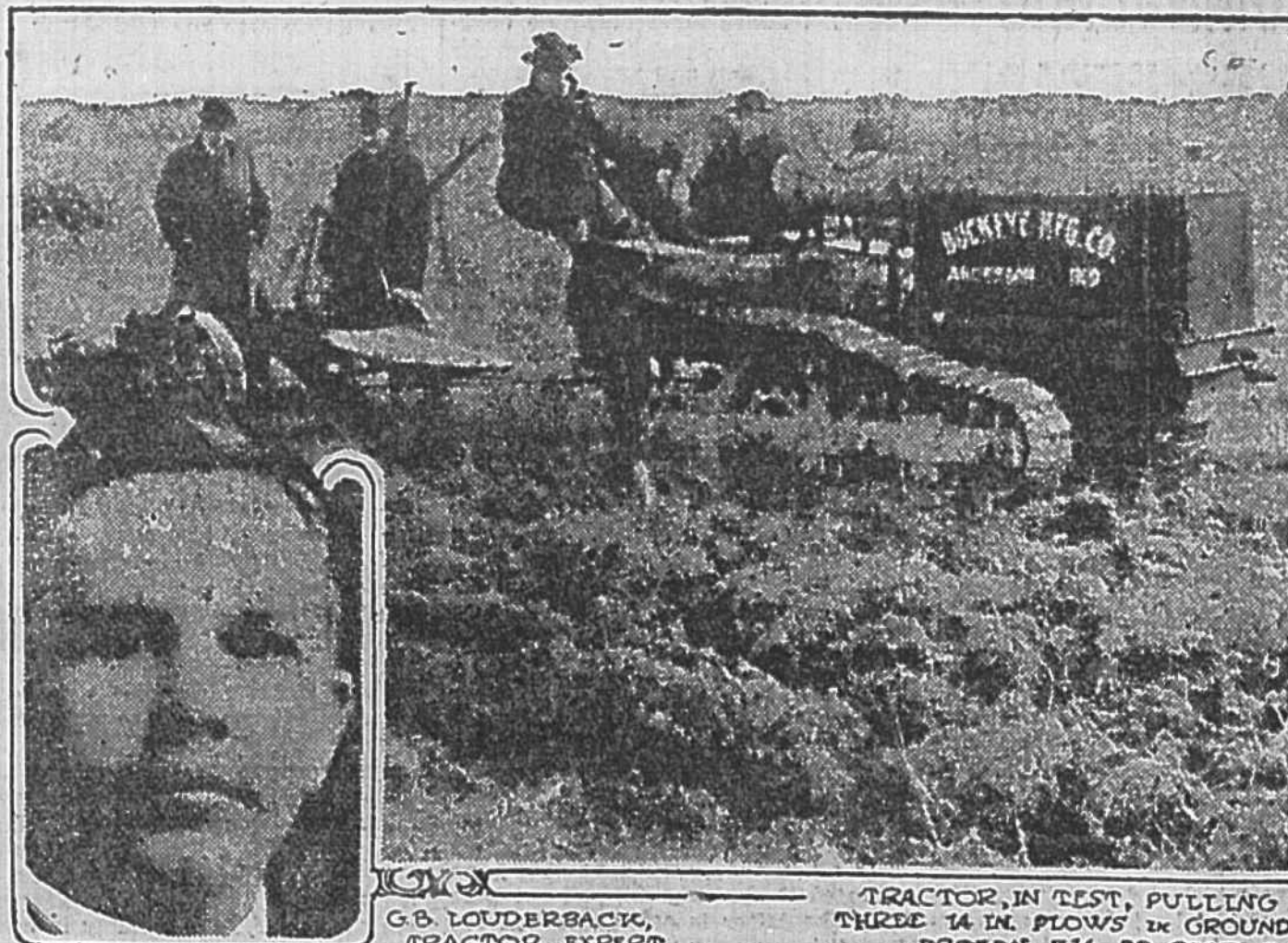
The new champion weighed 1,950 pounds, ran 22,022.3 miles, averaged 500 miles a day, covered twenty-two miles to the gallon and cost \$655. It was purposely stopped in perfect running order and in the final twenty-four hours covered its greatest daily distance—more than 560 miles.

Triumph of "Fours." The feats of both cars are beyond question. Both were rigidly examined and passed as stock. Both made their records under the most careful scrutiny by American Automobile Association technical experts. Both were fully equipped cars and the motors which held the title were both of four cylinders, avoiding complication and retaining a characteristic universal among cars that set world's records.

There is a definite reason for the superiority of the modern type. It is a reason based not on design but on manufacture. During these three years there has been no revolution in engineering, but manufacturing science has made some wonderful strides.

Cars are built in quantities far greater than three years ago. Makes are fewer, but the great enterprises manufacturing cars of this type are yearly waxing more powerful and more pro-

## OLD DOBBIN DOOMED: TRACTOR TAKING HIS PLACE



G. B. LOUDERBACK, TRACTOR EXPERT

TRACTOR, IN TEST, PULLING THREE 14 IN. PLOWS IN GROUND FROZEN 3/4 FT DEEP

Old Dobbin is doomed. The charges against him are that he has to eat and sleep, and, after working all day, stands in his stall instead of pumping the water or running the cream separator.

The thing that is putting Old Dobbin out of business is the farm tractor. Twenty thousand tractors were used on American farms last year. Washington agricultural officials predict that soon practically all farm work will be done by the busy little machine that never grows tired.

The farm tractor does the work of the horse—many horses—and does it better at about half the cost. It plants, plows, hauls or does road grading. It runs the saw mill, cuts ensilage and fills the silo. It pulls the binder, works the hay baler, pulls stumps, crushes stones and, after a hard day's work in the field, pumps the water, or separates the cream, or churns the butter.

The Department of Agriculture has been making tests of tractors.

Here are some interesting things it has found out:

Four head of horses, at an actual cost of fifty cents an hour, will turn with the ordinary gang plow, four acres a day. With an eight-foot disk harrow, fifteen acres can be covered. With the same four-horse team, thirty acres can be harrowed and, with an eight-foot binder, fifteen acres can be harvested in ten hours.

### Tractor vs. Horse.

On the other hand, it has been demonstrated that a good light tractor (the Buckeye Junior, Anderson, Indiana), costs, for gasoline and lubricating oil, an average of \$1.65 a day. Counting up-keep, depreciation, etc., this tractor costs \$3.75 a day, and in that day, at a two-mile speed, plows five and six-tenths acres with a fourteen-inch "two-bottom gang," and, with three bottoms, eight and five-tenths acres. With two-disk harrows and a drag in tandem, this tractor will cover nineteen and three-tenths acres in ten hours. In a day, thirty-five acres can be harrowed

with three sections of peg, or in pulling an eight-foot binder twenty acres of wheat can be cut down.

The tractor, department officials say, does not mean an increased investment for the farmer. It is merely a question of selling a few horses to make the substitution. It does more horse-work on a barrel of distillate, or gasoline, than six to ten horses will do on an equal expenditure for hay or oats.

"It has been shown that the American farmer uses more power than is used in all branches of manufacturing in the country," said G. B. Louderbach, of Anderson, tractor expert, who has been conferring with war department officials on a tractor for military use. "Tractors are becoming an absolute necessity for farmers. The light tractor is the solution of the farm power question. If any farmer doubts that he can do more work and get greater results and bigger profits, at a less cost, with an effective light tractor, I will be glad to show him just how he can do it."

cient. Their output has correspondingly increased in all the good qualities which owners covet.

## GLIDDEN TOUR MAY PASS OUT

Lack of Novelty and Dying Interest May Cause Dropping of Classic.

The lack of novelty in the great annual tour for the trophy offered by

Charles J. Glidden and the lack of interest displayed by the manufacturers in the past in the plans for the continuance of this tour will probably result in the cancellation of any plans for the continuance of the great classic. The executive board of the American Automobile Association will meet at Philadelphia when the question of the Glidden tour will be discussed and its continuance or discontinuance will be decided.

Officers of the American Automobile Association and many others believe that the proposal for a transcontinental tour for the trophy lacks novelty nowadays, owing to the great prevalence of transcontinental touring and they believe that the public generally prefer to go it alone rather than in company. They believe that the day

of the competition tour is over, and the tourists do not desire to travel in company owing to the inconvenience of securing accommodations under the circumstances. The proposal to take care of the tourists in camp along the route requires too much effort on the part of the promoters.

### WOMEN MAIL DRIVERS.

BERLIN, Mar. 29.—Three hundred women are now driving horse drawn mail wagons in Berlin, according to an announcement by the postoffice authorities.

Great Britain must send to the trenches approximately 170,000 men a month in order to maintain her army at its present strength.